He next referred to the extraordinary delay in granting free passes for the removal of timber from private lands. He cited, as an instance, his own application for a free pass for some timber for a school building. He was able to obtain a pass, in spite of his strenuous efforts, only after five months. Replying to the Dewan, he said that he would prepare a list of such long-pending applications so far as his taluk was concerned and submit the same to the Government. He therefore advocated the necessity for fixing a time-limit and enforcing the grant of the passes within the prescribed time.

The Member referred lastly to the annoyances caused to the people by the low-paid forest guards. The department was insisting on the guards clearing a certain length of reserve boundaries every year. The guards were in their turn getting the work done by the poor ryots in the vicinity. Of course, if the latter should refuse to comply, they would be implicated by the guards in some forest cases. He requested that such annoyances should be put a stop to.

Dewan's reply.—The Peishkar of the Division will be asked to enquire into and report on the allegations about the hardships entailed to the ryots by the administration of the Forest Department in the Muvattupuzha taluk.

16. The grant of licenses for shooting big game under the Forest Regulation.

Mr. J. S. Wilkie (Member, the Central Travancore Planters' Association) said that the fee of Rs. 200 for a license to shoot in reserved forests and lands at the disposal of the Government but not included in a reserved forest was heavy and should be reduced.

Dewan's reply.—Under the rules, the fee is only Rs. 100 for a whole year and it includes also permission to shoot in Government lands not included in a reserved forest. The Government do not consider this rate to be excessive.

(3) Trade and Customs Revenue.

17. The need for developing the trade of the town of Quilon.

Mr. K. A. Krishna Pattar (Member, Trading Classes, Quilon) said that there was no cartable road from the Quilon Chowkey to the Tobacco Bankshall. The carts laden with tobacco had therefore to go round the Valiapalam road to the bankshall, which caused much inconvenience, delay and expense. Further, the Valiapalam road, being the central public road, was always too crowded, and there was much difficulty for the carts to get to the bankshall. The Member therefore urged the necessity for the construction of a bridge over the canal to the south of the Tobacco Bankshall to join the Sea Customs Road. Roads should also be constructed on both sides of the Quilon Canal from Kochupilamoodu to the Tuet Depot. He further requested that, in the interests of the trade of Quilon, godowns for the storage of goods at the Sea Customs and Land Entrance Chowkeys and boat basins and landing ghats at convenient stages in the canal should be constructed.

Dewan's reply.—Noted.

18. The improvement of the trade of Alleppey and some suggestions for its protection by the Government.

Mr. P. John Mathew (Member, Trading Classes, Alleppey) said that Alleppey had made rapid progress in commerce during the past few years. Many new firms were established and several European firms of Cochin also opened branches in the town. Alleppey possessed almost the same facilities for landing shipping as Cochin, except the benefit of a natural harbour. The several canals, with their terminus near the pier, afforded much facility for the conveyance of cargo up to the pier for shipment. The Member remarked that, with those advantages, the trade of Alleppey would make greater progress in course of time, if only the Government would render some help to the merchants. If facilities were given to the Alleppey

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merchants, all the raw produce of Travancore now exported from Cochin could be shipped from Alleppey and the Government would gain thereby in the shape of more port dues, &c. The increase in the duty on copra in 1907 was a step in the right direction and it contributed not a little to the better protection of the trade of the town. It induced European firms to establish branches in the town, where they could get copra cheaper. He therefore requested that the tariff valuation of copra might be still further raised. It was at present Rs. 90 per candy, but the price of copra was nearly Rs. 120 per candy.

The Member next requested that additional facilities for shipment should be granted to the merchants of Alleppey by the provision of a boat-basin for cargo boats and the supply of a steam tug for taking cargo boats to the steamers, as in Cochin. A greater number of foreign steamers would then call at Alleppey for cargo, as the European firms of Cochin had opened branches in Alleppey also. That would also materially increase the income of the State.

Another request of the Member was for the construction of two bridges, one at the Chungom crossing in the Commercial Canal and the other in the Vadai Canal, in front of the building belonging to the Young Men's Christian Association. Landing ghats should also be erected in the canal in front of the buildings of the firms. Before the Commercial Canal was repaired, every merchant had a landing ghat of his own in front of his shop, erected at the cost of the Government.

Dewan.—The rules provide for the erection of such landing ghats by the Public Works Department, at the cost of the merchants who ask for them. It is out of the question to grant them free.

Lastly, the Member referred to the rules issued under the Public Canals and Ferries Regulation and said that the rules were not in strict accordance with the Regulation. The Regulation applied only to boats that *plied for hire* ; but, under the rules as now framed, *all* boats appeared to come within their purview. That required modification. He also pointed out that the practical working of the rules regarding the permission to be obtained annually for the use of the canal, annual payment of fee for the same, the sanction for the construction of wharves and landing stages in private properties and for the repair of one's boats in one's own compound, payment of a high fee for the conveyance of a raft from one part of the canal to the other and the power of the Canal Officers to stop the boats, to detain them and to cancel the permission to use the canal whenever they liked, would cause the greatest hardship and loss to the travelling public in general and to the merchants in particular.

Dewan's reply.—Noted.

19. Certain needs of the town of Kayenkulam.

Mr. A. Krishna Pillai (Member, Trading Classes, Kayenkulam) mentioned the following as the pressing needs of the town:—

(1) Considerable difficulty had been experienced recently in getting Bombay salt. He understood that the officer in charge of the depot at Alleppey had special orders to sell only a limited quantity of Bombay salt each day. Only 30 passes were being issued daily and they were all taken by a few merchants from Alleppey. The merchants coming from distant parts of the State were compelled to buy the salt at much higher prices from the Alleppey merchants, and even then, salt could not be had in sufficient quantity. The price had gone up to about Rs. 8 per bag. The price of home salt had also risen to Rs. 4½ per bag. The people of Kayenkulam had a predilection for the Bombay stuff and that kind had become very scarce and dear. He therefore requested that the matter should be looked into and arrangements made to make salt available to the people at moderate prices.

In that connection, the Member repeated his prayer of the previous year that the lands on the sides of the Kayenkulam backwater, which were admirably suited for

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